

Intimations.

PYROLA,
PYROLA,
PYROLA.

A
PERFUME
OF
EXQUISITE
FRAGRANCE.

WATKINS
LIMITED.

Chemists and Perfumers.
No. 66, Queen's Road Central.
Hongkong, 1st October, 1901. [714c]

THE
ROBINSON
PIANO CO., LIMITED.



BEST VALUE IN
PIANOS.
MONTHLY PAYMENT
SYSTEM.
Hongkong, 10th August, 1901. [571c]

KELLY & WALSH, LD.

NEW BOOKS. NOW READY.

GAL'S GOSSIP, by A. M. Binstead,.....	\$2.25	THE IMPERIAL ENGLISH & CHINESE	1902
MORE GAL'S GOSSIP, by A. M. Binstead,.....	2.25	DATE BLOCK.	1902
HER ROYAL HIGHNESS WOMAN, by		Printed in Two Columns, with both English and	
Max O'Rell.....	2.25	Chinese Dates boldly displayed, with open	
FAREWELL NIKOLA, by G. Boothby.....	1.50	sides to facilitate forward daily memoranda.	
THE SNAKES OF THE WORLD, by H.		PRICE:—\$1.	
Aide.....	1.50		
SMALL BOAT SAILING, by E. F. Knight	3.00	LETT'S OFFICE AND POCKET	
MISS MARIE CORNELIA, by K. Carr.....	70	DIARIES, 1902.	

Hongkong, 14th October, 1901. [569c]

THE
ROBINSON PIANO COMPANY, LIMITED.

BANJOS, MANDOLINES
AND GUITARS,
AT
COST PRICE
TO CLEAR PRESENT STOCK.
Hongkong, 3rd October, 1901. [953c]

DRESSMAKING.

Having secured the services of a high-class London dressmaker, we beg to announce that this department will be open to receive orders on or before the 15th of November, 1901.

Style, cut, workmanship, and fit. Further particulars through this paper.

1055c

WILLIAM POWELL, LIMITED.

A. CHEE & Co.
17A, Queen's Road, Central.
ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901.

Co-day's
Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship
"GUTHRIE,"
Captain McArthur, will be despatched as above TO-MORROW, the 22nd instant, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly qualified Surgeon are carried.
For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 21st October, 1901. [1139c]

"SHIRE" LINE.
FOR SHANGHAI AND NAGASAKI.
THE Steamship

"PEMBROKESHIRE,"
Captain Kennedy, will be despatched for the above Ports, on THURSDAY, the 24th instant, at 3 P.M.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st October, 1901. [1140c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"
Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 27th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 21st October, 1901. [1226c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MARQUIS BACQUEHEM,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—
From Venice, ex S.S. *Metelovich* and *Thalia* transhipped at Trieste.

From Trieste, ex S.S. *Imperatrix* transhipped at Bombay.

From Levant Ports, ex S.S. *Euterpe*.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 26th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 21st October, 1901. [1114c]

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Hongkong, 21st October, 1901. [1114c]

Co-day's
Advertisements.

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 12th November, at TWELVE O'CLOCK, Noon, for purpose of presenting the Report of the Directors and Statement of Accounts to the 31st April last, and of declaring Dividends.
The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant, to the 12th November, both Days inclusive.
By Order of the Board of Directors,
W. H. RAY,
Secretary.
Hongkong, 21st October, 1901. [1141c]

STEAMSHIP "ANNAM."
COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex s.s. *Perle*, from Bordeaux, ex s.s. *Ville de Lorient* and *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 21st instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 28th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 28th instant, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 28th instant, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPORIN,
Acting Agent.

Hongkong, 21st October, 1901. [1004c]

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The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 21, 1901.

REUTER'S TELEGRAMS.

SOUTH AFRICA.

COMMANDANT BOTHA'S MOVEMENTS.

LONDON, October 17th.

Commandant Botha, finding the invasion of Natal disastrous, has dissolved his force, leaving units to escape as best they can. Botha and a few men have gone North.

MORE EXECUTIONS.

J. Kruger, and Lieutenant Breda, have been hanged at Craddock for train wrecking.

AFGHAN AFFAIRS.

October 18th.

It is stated at St. Petersburg that complete agreement has been established between Great Britain and Russia, averting all danger of a quarrel regarding Afghanistan.

THE TYPHOON.

NOTICE FROM MANILA.

The following telegrams have been courteously forwarded to us by Mr. W. A. Rublee U.S. Consul-General:—

MANILA OBSERVATORY,
October 19th, 3.30 p.m.

Depression 2. of South Luzon.

October 21st, 9.30 a.m.

Depression has been almost stationary S.E. of Manila, and is probably filling up at present.

LOCAL AND GENERAL.

NINE SAMPLES OF RICE examined by the Government Analyst, have been found to be of good quality and free from the plague bacillus, or other harmful micro-organisms.

18 our Acting Attorney General an Irishman? It certainly sounded like it this morning in the Supreme Court when he said: "The Chinaman was asleep on the beach when he saw the ten robbers about midnight."

HIS EXCELLENCY the Governor of Macao has been staying at the Hongkong Hotel since Saturday and returned to his pretty little township this morning after a private visit from Sir Henry Blake.

THE TSIN WAN PADDI CROP is looking particularly well and the pineapple plantations in this very fertile little valley are flourishing and growing larger day by day. The pineapple industry ought to become quite an important one shortly. Pineapple planting is also under way on Chung Hae.

KOWLOONITES will be pleased to hear that nobody may recklessly beat gongs, or drums, play the Chinese reed pipe, let off fireworks or hold processions south of a line drawn from the Southern corner of the Glass Works to the East end of Fifth Street. Anyone making a "joyful noise" within the prescribed area is subject to divers pains and penalties, vide *Gazette*.

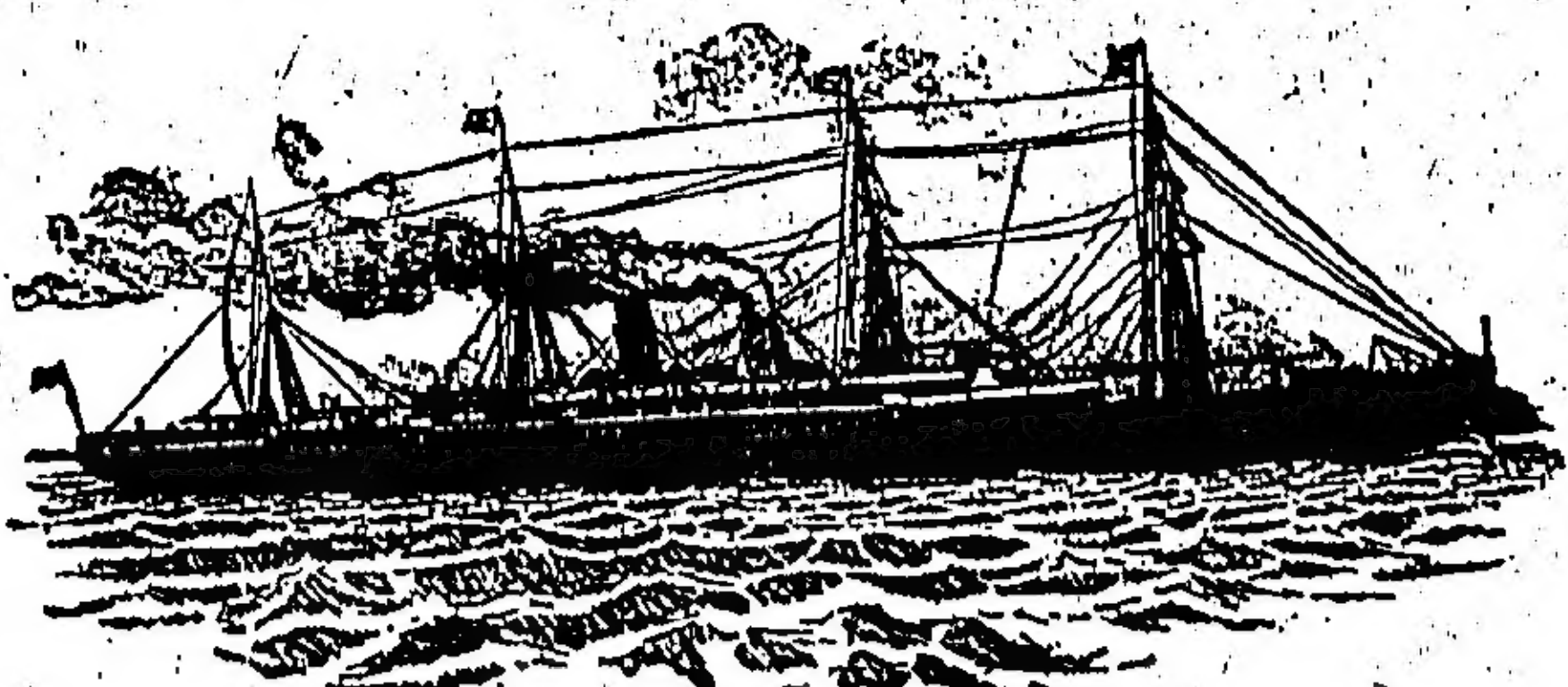
WE almost detected politeness in a ricksha coolie this morning, and as it is an impossibility for it to be inherent we think the police must have instructions to look after these gentlemen a little more closely. We are satisfied that any one writing exactly and fully of any insult to the Captain Superintendent will be doing a public service, and the matter will receive that attention and the writer that courtesy that the public have so long been strangers to.

DEATHS registered in the Colony during the month ended 30th ulto, numbered 552. Of these 19 occurred in the British and Foreign Civil community, 6 in the Army and 5 in the Navy. The Govt. Civil Hospital had 13 deaths, the Tung Wa 87, the Mortuary 25, Italian Convent 33, French Convent 101 and the Alice and Netherlands Hospitals 6. The death rate for the Foreign community was 24.4 per 1000 per annum, and for the whole population 22.9.

THE CHOWFA steamship, belonging to Messrs

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 29th October, at Noon.
"FERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GAELIC"	SATURDAY, 14th December, at Noon.
"CHINA"	TUESDAY, 31st December, at Noon.

THE O. & A. Company's Steamship "DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 29th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received at the Office until 5 P.M. on the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. on the day previous to sailing. Parcel Packages should be marked to address in full; value of same is required.

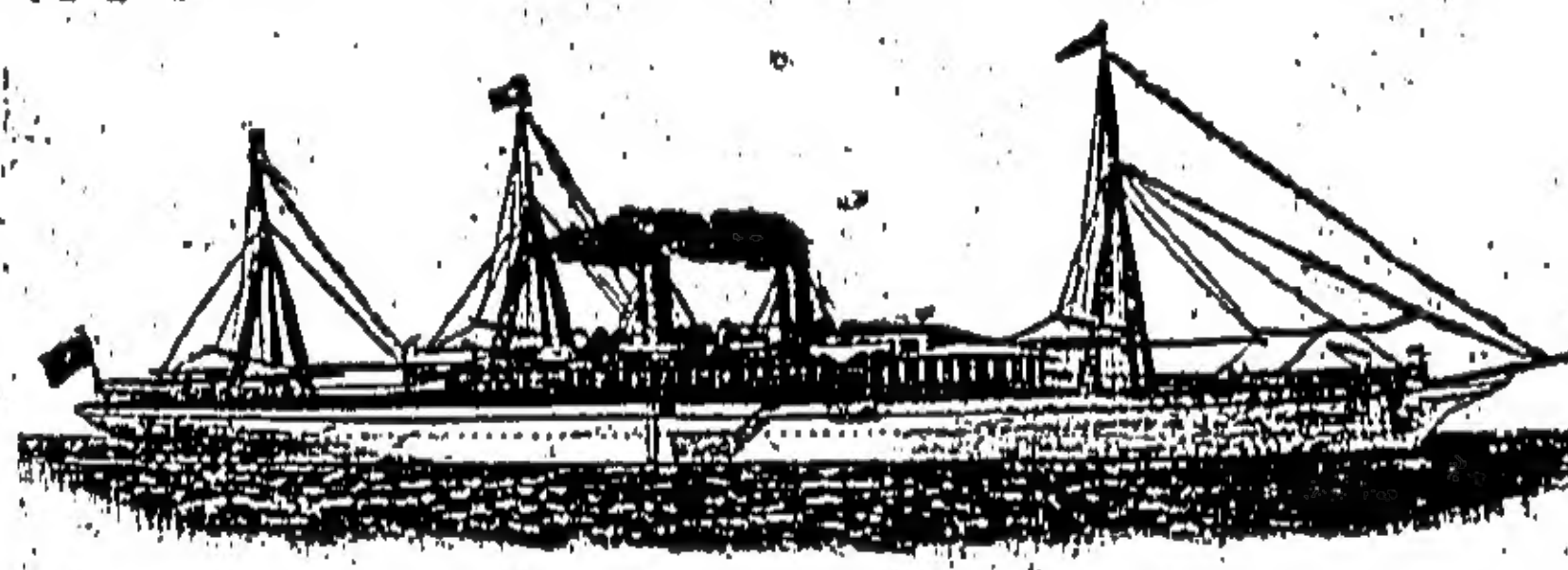
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.
EMPRESS OF JAPAN	Comdr. H. Fybus, R.N.R.	WEDNESDAY, 18th December.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Booklets, Rates of Passage, &c., apply to B. E. BROWN, General Agent, 11, BROWN STREET.

Hongkong, 30th September, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
BAMBERG	HAVRE and HAMBURG.	2nd Nov.	Freight.
Zurhosen	(Calling at SINGAPORE and COLOMBO).		
SEGOVIA	HAVRE, BREMEN and HAMBURG.	16th Nov.	Freight.
Foerck	(Calling at SINGAPORE and PENANG).		
MARBURG	HAVRE and HAMBURG.	30th Nov.	Freight.
Zacharias	(Calling at SINGAPORE and COLOMBO).		
SUEVIA	HAVRE and HAMBURG.	14th Dec.	Freight.
Borck	(Calling at SINGAPORE and PENANG).		
NUERNBERG	HAVRE and HAMBURG.	28th Dec.	Freight.
Meyer	(Calling at SINGAPORE and COLOMBO).		
SERBIA	HAVRE and HAMBURG.	11th Jan.	Freight.
Bremer	(Calling at SINGAPORE and PENANG).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 10th October, 1901.

Insurances.

THE EQUITABLE SURPLUS.

is a mighty anchor that guarantees the security of every Equitable contract—£13,778,577— the largest surplus fund ever accumulated for the benefit of policy holders— Could you have a better guarantee back of the policies that are going to mature, 10, 15, 20 years hence?

The Equitable Life Assurance Society.

F. KIENE, Manager, Hongkong.

Hongkong, 8th October, 1901.

"L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 20th May, 1900.

Notice of Firm.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

MR. WILLIAM BASIL DIXON has This Day ASSUMED CHARGE as CHIEF MANAGER. By Order of the Board of Directors, R. SHEWAN, Chairman.

Hongkong, 27th September, 1901.

To be Let.

TO LET. SIX SEMI-EUROPEAN HOUSES, Nos. 20/25, PO HING FONG. Apply to CHAU CHEUK FAN, No. 8, Queen's Road West.

Hongkong, 16th October, 1901.

TO LET.

GODOWN—No. 5A, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

TO LET.

TWELVE EUROPEAN HOUSES; Nos. 14, 18, 21, 26, 28, 30, 34, 36, 38, 42, 44 and 46, LEIGHTON HILL ROAD.

Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD.

No. 8, Queen's Road West, Hongkong, 4th October, 1901.

TO LET.

A HOUSE in RIFON TERRACE.

Apply to "THE RETREAT," MOUNT KELLET.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

TO LET.

NOS. 3 and 6, ORMSBY TERRACE, Kowloon—Immediately.

Apply to FUN HUNG, 85, Queen's Road Central.

Hongkong, 5th October, 1901.

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to SANG KEE, 208, Des Voeux Road Central.

Hongkong, 5th September, 1901.

TO LET.

NO. 1, STEWART TERRACE—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

For Sale.

JUST UNPACKED.

A LARGE ASSORTMENT OF RAPHAEL TUCKS CHRISTMAS, NEW YEAR and BIRTHDAY CARDS.

LATEST DESIGNS.

CAMPBELL MOORE & CO., LIMITED.

Hongkong, 16th October, 1901.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.

For List, apply C/O The Hongkong Telegraph.

Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS.

Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901.

NORTHERN NEWS.

(From Our Own Correspondent.)

TIENTSIN, October 7th.

THE LATE MR. FRANCIS, K.C. Much regret was felt here at the news of the death of Mr. J. J. Francis, K.C., whose name was held in great admiration and respect in the North, as well it might be. Not only his remarkable career but the brilliancy of his ability which seemed to brighten as the years advanced, "compelled an admiring attention throughout China, and we can well understand how greatly his loss will be felt in Hongkong circles.

LEGAL VISITORS.

Tientsin is just now literally bristling with legal visitors, we have Chief Justice Wilkinson from Shanghai who came up specially to try certain cases: W. V. Drummond from Shanghai, who with his family is on a visit to Peking; Mr. Morgan Phillips, also of the Southern Port, who is to represent some of the leading "claims"; Mr. Allen, the American lawyer whose movements are not quite certain, and Mr. Kent, who has come out to join Mr. Tames who was formerly professor of law in Dr. Tenny's university, but who is now intending, I believe, to enter into regular practice here. Tientsin formerly was innocent alike of lawyer and lawsuits, as it was innocent of many other things. But times change, and the promise of the future is endless litigation.

THE COURT.

There is very little doing up here just now. The Court is moving to Kaichengfu for the winter and it would not surprise me if some fine day we did not hear that the condition of its return to Peking is the surrender of Tientsin City! We have given over the Palaces and cleared out all but the Legation guards, and are keeping just a sufficient force here to distinguish this in some degree from ordinary winters. But the Court is so near performing its part, and the next thing we shall find is another barefaced demand to which we probably weakly, or "graciously" yield! Britishers make a manful effort to choke back their impatience, and indignation by a respectful and patriotic contemplation of "Imperial interests," but there are times when the *raison d'être* for being eternally sacrificed to those interests is strained to breaking-point.

THE CLAIMS.

The hearing of the "commercial, or, as they are called, the Comprodeor claims has been fraught with deepest interest here, and we may be sure we have not heard the last of them yet. It was these claims more particularly which brought into bold relief the extremely casual nature of the provisions for compensation allowed by our Ministers in Peking. In the first place the rules by which the Commissioner is bound were drawn up by a Committee of four Ministers representing the Powers least interested and concerned in the commercial outcome of last year's trouble, and though the rules were approved by the rest of the diplomatic body, it is distinctly open to question whether, if the British Minister had been one of the compilers he would not have taken some measure to obviate a reading which will be almost fatal to British interests now established in North China. If he would not, then it is very evident he is not familiar with the conditions under which British trade is conducted here. By these rules, while cargo which was actually looted on its way here is admitted as a claim, money expended by the Comprodeor of a firm, through the agents of that firm in the interior, who transact business entered in that firm's name, and whose value in goods has not been received in consequence of the trouble is disallowed, although it was clearly shown that it was due to those agents' being in foreign employ, that the delivery was not made, and also shown that apart from the foreigner the Comprodeor could not have carried on his business. It can be seen at a glance that Comprodeor's deprived of protection and right of recovery this way will demand an entire readjustment of their relations with foreigners; and the contention moreover that it is Chinese and not foreign capital lost is a short-sighted quibble. It is the system on which British trade has been built up, and it is a legitimate system, and the Ministers cannot sweep it away without very serious results. I believe a strong representation is to be made to Sir Ernest Satow on the subject in the hope of getting the rules modified.

THE BRITISH MINISTER.

Sir Ernest Satow came down from Peking a few days ago, and went with General Creagh to Shanghai-Kuan, probably to inspect the winter preparations and I believe also the Tongshan mines. The pitched battle which has been going on between General Creagh and the Foreign Office in regard to the retention of the 3rd Bombay Cavalry, and certain other forces, the R. H. Artillery and R. F. Artillery, for the winter has ended in defeat after all, as I hear to-day that they are definitely to go. It is a mistake.

BUILDING.

Building is going on apace here and yet there is not a house to be had. Long before the roofs are on they are let at almost any rent, and the days of cheap living are no more. We should like to see some rows of 500 houses with a bit of ground being put up. There is plenty of room for them, but \$70 houses with no ground at all appear to be the order of the day.

OUR LONDON LETTER.

(From our own Correspondent.)

LONDON, September 20th.

THE LATE PRESIDENT MCKINLEY. Within the precincts of the grey old Abbey, where lie so many of our own illustrious dead, a vast congregation was assembled yesterday to pay the final tribute of respect to the great Statesman of another land, and to offer to the

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friendly nation of which he was Chief Magistrate a token of sincere British sympathy. At an early hour the seats open to the general public were filled with black-robed people, and many had to be turned away for want of space. The choir, transepts, and part of the nave were reserved for the Royal representatives, Diplomatic Corps, and other distinguished persons. Mr. Choate occupying the stall of honour on the north side, while the Lord Steward, representing the King, took the corresponding seat on the south side.

At half-past eleven, the stillness of the Church was broken by the first (throbbing note of the minute bell, and almost immediately afterwards the organ added its strain of regret in Tchaikovsky's "Marche Funèbre." The congregation listened with that air of reverence instinctively assumed by all who "watch where one is lying dead," but when the music presently changed to the wailing anguish of Chopin's Funeral March, a perceptible wave of recollection passed over those present. By some mysterious unspoken means, each man knew the thoughts of his fellow, and grasped the deeper meaning of that indescribable feeling of tension which passed over the Assembly. Before our minds there rose again, the vision of a simple gun carriage, a white-palleted casket, surmounted with a jewelled crown—the final passing of a great Queen through the ranks of her mourning people. To all of British race, who watched in the purple-draped streets of London on that dull February morning eight months ago, this memory is inseparably connected with the sobbing notes of Chopin. So it came about that a tender sympathy for the bereaved, and a finer regret for the dead President entered into the hearts of the assembly at Westminster, the regret and the sympathy of personal knowledge.

With the final chords the procession of clergy, reached the altar, and the opening sentences of the Burial Service were beautifully sung by the choir. Immediately afterwards Mr. McKimley's favourite hymn, "Nearer my God to Thee," was rendered, to the old English tune, which seemed unfamiliar to the greater part of the Americans present. The Psalm and Lesson came next, the latter read by the aged Dean, and then followed Sullivan's anthem, "Yea, though I walk," the treble solo by the same exquisite boy voice, which took that part in the "Lie still, Beloved," sung for the Queen, the Sunday after her death. Silent prayer was then offered by the whole congregation for the perfecting in the "Unseen, of that heroic spirit, in whose honour and memory" the service was held; and for his bereaved family and nation. The stillness was impressive, the more so that one was all the time conscious of the presence of numbers. "Blessed are the dead," the usual prayers, and a final anthem Spohr's "Blest are the departed," concluded the service. After the benediction the "Dead March in Saul" was given to the organ, the congregation upstanding. There were several other Memorial Services and many signs of mourning in all parts of London.

THE GRIMSBY TROUBLE.

has entered on a new phase, and serious rioting took place yesterday. This is the more regrettable, in that throughout the protracted struggle, the men have hitherto behaved in so orderly a manner, thus earning the respect and sympathy of that part of the public which is indifferent, or even opposed to their views. The disturbance yesterday was not apparently of a premeditated kind, but rather due to the irresponsible action of a party of youths, but the results were equally unfortunate. The Offices of the Federated owners were wrecked, the papers and documents destroyed, and the persons of officials threatened with violence. The arrival of the County Constabulary put an end to a situation which was fast becoming critical. The police handled the crowd with exemplary tact and patience, and succeeded in dispersing the malcontents without resorting to extreme measures. Nevertheless a gun-boat has been telegraphed for and soldiers at the nearest military station are kept ready to entrain at any moment, should there be a recurrence of the disorder. The distress at Grimsby is very acute, and the men show signs of wavering, towards which end moral pressure is being brought to bear upon them; for the other inhabitants of Grimsby are very anxious respecting the transfer of trawlers to the Norwegian flag, which, if extended to include many more vessels, will ruin the town as a whole, hardly less than the fisherfolk themselves. The disturbance yesterday will probably stiffen the backs of the owners, and materially improve their position in the public eye. Private charity is doing all that is possible to relieve the condition of the women and children.

THE CZAR.

The eagerly anticipated reception of the Czar by the French Navy was distinctly marred by the churlishness of the English Channel—another instance of "perfidie Albion." President Loubet and his ministers, who nearly all succumbed at intervals to the unrehearsed performance of the choppy sea, were able to appear, a pale and subdued group, on the deck of the *Cassini* as she came up with the Imperial yacht *Standart*. After the usual exchange of courtesies, the distinguished party steamed through the lines of the French fleet, the Czar, who is at the best of times a poor sailor, putting in an appearance on the bridge for part of the review only. The French ships did not impress English critics very favourably; they are described with practical unanimity, as in need of a good scrubbing and a coat of paint. The cheering of the crews was feeble, but burrowing "were calculated to damp enthusiasm. When at length a landing was effected, and the company sat down, very late, to the magnificent lunch prepared, it was found that one sauce only was absent from the feast provided by the chef—the sauce of appetite! At the table where the President entertained his Imperial guests and immediate suites, high politics gave place to a languid discussion of

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"the worst sea experience" of their Majesties' lives, the while host and visitors alike dined with dainty yards for which they could find no use. The humorous side of the pageant naturally strikes the onlooker most, but it is impossible not to sympathise with the French authorities and people in the disappointing relation of their preparations.

The admission that we are committed to another six months' strife and confusion in

SOUTH-AFRICA.

has created very little stir. A certain apathy has stolen over the taxpayer, an apathy, very far removed from weakening of intention, but which leaves no room for an intelligent interest in campaign details, such as used to be evinced by practically every member of the community. The intimation—not yet officially confirmed—that the farms of all non-surrendered Boers are to be forthwith sold by auction and the proceeds devoted to the maintenance of the concentration camps, its received with great satisfaction; which, however, the egregious jeremiads of the Pro-Boer Press may by and bye quicken into emphatic expressions of approval. The failure of Lord Kitchener's last proclamation was anticipated from the first, and there is a general feeling that, on the whole, it is as well, or better, that De La Rye, De Wet, Reitz, Steyn and the rest should have made it impossible that they should live in South Africa when normal times return. They would have been a source of anxiety and weakness for years to come, and a centre for disaffection. Beyond the sea, they will be no trouble to the Government.

At one of the final meetings of the

BRITISH ASSOCIATION.

The Bishop of Hereford entered a timely and eloquent protest against the tendency of early specialisation, which is destroying education in England. Entrance and Scholarship examinations in the public schools compel the masters of preparatory institutions to start specialising with little boys of nine and ten, in those subjects which will give them good marks in the competition, and the process is continued right through school and University life.

"Dare I say it?" asked the Speaker, "but I have known mathematical honours awarded to people who were wholly destitute of a liberal education." In Germany no boy under sixteen specialises at all. He is taught Classics and Mathematics, but not gorged with those subjects, and on the groundwork of a sound general education, which includes a knowledge of contemporary and national history, general geography and elementary science, he is then permitted to build up the intellectual edifice for which his life circumstances are best suited. No one could wish the practice of German education to take the place of those ancient foundations which have been the Alma Mater of so many Englishmen, whose names are still the country's boast, but the principle underlying it, might, if adopted, save our young manhood from the obligation so generally incurred, of beginning practical education when school days are over, and when the youth of other nations are already starting in life. English parents recognize the importance of developing every part of a child's body in its early malleable years. They do not sacrifice the arms to the legs, or the back to either, and so with the internal organs, each one receives attention. Why not apply the same reasoning to the delicate, unformed brain, and by giving every part of it due conformation and exercise strengthen and improve the quality of the whole?

This particular illustration did not occur in the debate of the British Association, but it represents the trend of the speakers' reasoning. The New Education Section has proved a most valuable addition to the general work of the Society, whose re-union ends to-day.

Consignees.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

S.S. "KIAUTSCHOU" of the HAMBURG-AMERICA LINE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M., TO-DAY, the 19th instant.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 22nd instant, and THURSDAY, the 24th instant, at 9.30 A.M.

All Claims must reach us before the 3rd November, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 19th October, 1901. [22]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC."

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th October, 1901. [2]

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"MARBURG."

Captain Zachariae, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 19th October, 1901. [1135c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 23rd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected by Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th October, 1901. [1135c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 19th October, 1901. [4]

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"PEMBROKESHIRE."

Captain Kennedy, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 19th October, 1901. [1137c]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
SAMARANG and SOURABAYA	"DEVONSHIRE"	22nd instant.
TIENTSIN	"PAKHOI"	22nd instant.
AMOI and MANILA	"BUNGTANG"	24th instant.
TIENTSIN	"KUNYANG"	9th November.
MANILA	"CHANGSHA"	12th November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.		

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"MAHARAJA"	25th October.
"	"PROMETHEUS"	28th "
"	"ACHILLES"	6th November.
"	"GLAUCUS"	15th "
"	"IXION"	21st "

HOMEWARDS.

FOR LONDON.

"CALCHAS"	29th Oct., 1901.
"NESTOR"	12th Nov., "
"MAHARAJA"	26th "
"ACHILLES"	10th Dec., "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"DARDANUS" 15th Nov., 1901.

"IXION" 15th Dec., "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI and FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Davis, will be despatched for the above Ports, TO-MORROW, the 22nd instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARLICK & Co., General Managers.

Hongkong, 21st October, 1901. [1120c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOI.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 9th October, 1901. [321c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain Helms, will be despatched as above on THURSDAY, the 24th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

M/R.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th October, 1901. [1091c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG."

Captain Todd, will be despatched as above on FRIDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th October, 1901. [1135c]

NIPPON YUSEN KAISHA, FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU."

(3,873 Tons Gross, Captain A. E. Moses) will be despatched for the above Port, on FRIDAY, the 25th instant, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, 16th October, 1901. [1127c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOI.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Saito, will be despatched for the above Ports, on WEDNESDAY, the 30th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th October, 1901. [1236c]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA."

will be despatched for the above Port on or about the 5th November.

To be followed by the Steamship

"ASAMA" on or about 15th December.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 19th October, 1901. [1109c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"PERLA."

Captain J. E. McArthur, will be despatched as above on FRIDAY, the 25th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 21st October, 1901. [1123c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle, about Oct. 26

Kearney, about Nov. 20

Thyra, about Dec. 15

THE Steamship

"STRATHGYLE."

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 26th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. 17th October, 1901. [1032c]

SAILING VESSEL.

FOR NEW YORK.

THE 3/4 A. I. American ship

"MANUEL LLAGUNA."

will lead during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & CO., [1272c]

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

KADAK'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

SIEN TING, SURGEON DENTIST.

10, "AGUILAR STREET," TERMS VERY MODERATE.

Consultation free.

10, "AGUILAR STREET," [130c]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 4, Queen's Road Central.

10, "AGUILAR STREET," [16c]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.

40, QUEEN'S ROAD CENTRAL.

Hongkong, and January, 1901. [8c]

Intimations.

C. E. WARREN, BUILDING CONTRACTOR, WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED and FIXED. DRAINS, TRAPS, WASTE PIPES, &c. CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c]

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT

AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.

Apply to G. GIRAULT.

Hongkong, 20th August, 1901. [667c]

HONG SING,

8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting. Hongkong, 30th August, 1901. [660c]

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

THE SALARIES QUESTION.

SIR,—With reference to your article of the 18th instant, re "Salaries for Subordinate Officers," I think the least thing that could be done would be to give the remaining three departments their increase of pay, as they are put to more expense than any other department—for instance the Police and Gaol have free quarters, fuel and light, servants, etc., and these could not be obtained in the Colony for \$60 per month and be comfortable.

The single man has no expenditure, as he can join with a suit of clothes on his back, being provided with bedding, clothing, and boots; washing being done at a very reasonable rate.

Yours faithfully, ONE OF THEM.

Hongkong, October 21st, 1901.

QUEEN VICTORIA MEMORIAL FUND.

CHINESE SUBSCRIPTION LIST.

Already acknowledged, \$33,355

Chung Shun 50

Kwong Fook Hing 30

Kwong Hop 20

Yuk Wah 20

Tung On 20

Wing Sun 20

Tai Jeong 10

Tung Chan 10

Wing Cheung Chan 10

Tai Hing 10

Tai Yick 10

Wing Cheong 10

Tung Cheong 10

Kwong Tack 10

Kam Jeong 10

Tai Man 10

Wing Tsui Shing 10

Hang Shung 10

Sing Loong 10

Wing Loong 10

Shun Fat 5

Tai Tack 3

CHINA COAST METEOROLOGICAL REGISTER.

30TH OCTOBER, 1901, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.		WEATHER.
					DIRECTION.	FORCE.	
Wladivostock	2 p.m.	—	—	—	E	2	—
Tokio	"	29.82	—	—	N	6	—
Kochi	"	29.91	—	—	N	6	—
Nagasaki	"	29.95	—	—	E	2	—
Kagoshima	"	29.91	—	—	NE	3	—
Taihoku	1 p.m.	29.96	—	—	N	4	—
Taichu	"	29.83	—	—	NW	4	—
Tainan	"	29.85	—	—	E	6	—
Koshun	"	29.87	—	—	NE	3	—
Pescadores	"	29.90	—	—	NNE	3	cv
Gutzlaff	3 p.m.	30.13	65	68	NE	4	b
Sharp Peak	"	29.99	70	66	NE	4	b
Amoy	"	29.97	78	65	NE	4	b
Swatow	"	29.94	77	—	E	3	b
Canton	"	—	—	—	—	—	—
Hongkong	4 p.m.	29.92	75	61	ENE	4	b
Victoria Peak	"	—	—	—	ESE	4	—
Gap Rock	"	29.90	—	—	ENE	5	—
Macao	"	29.91	80	—	SSE	1	c
Haiphong	1 p.m.	—	—	—	—	—	—
Manila	4 p.m.	29.72	88	39	W	0	b
Malate	3 p.m.	—	—	—	N	1	c
Bacolod	"	—	—	—	NW	2	o
Iloilo	"	29.73	83	—	—	0	od
Cebu	"	29.74	80	—	—	—	—
Cape S. James	"	—	—	—	—	—	—

21ST OCTOBER, 1901, A.M.									
Wladivostok	7 a.m.	—	47	95	—	—	—	—	—
Tokio	10 a.m.	30.18	—	—	N	—	2	—	—
Kochi	"	30.19	—	—	N	—	4	—	—
Nagasaki	"	30.19	—	—	N	E	4	—	—
Kagoshima	"	30.15	—	—	E	—	6	—	—
Taihoku	5 a.m.	—	—	—	—	—	—	—	—
Taichu	"	—	—	—	—	—	—	—	—
Tainan	"	—	—	—	—	—	—	—	—
Keshun	"	—	—	—	—	—	—	—	—
Pescadore	"	—	—	—	—	—	—	—	—
Gutslaff	9 a.m.	30.23	67	64	ENE	—	3	—	o
Sharp Peak	"	30.10	70	66	W	—	—	—	b
Amoy	"	30.07	72	67	NE	—	3	—	c
Swatow	"	—	—	—	—	—	—	—	—
Canton	"	30.04	75	—	E	—	4	—	b
Hongkong	10 a.m.	30.05	76	81	—	—	—	—	—
Victoria Peak	"	—	—	—	ESE	—	3	—	—
Gap Rock	"	30.04	—	—	ENE	—	5	—	—
Macao	"	30.00	81	—	E	—	—	—	c
Haiphong	7 a.m.	—	—	—	—	—	—	—	—
Manila	10 a.m.	29.88	82	77	WSW	—	1	—	c
Malate	9 a.m.	—	—	—	—	—	0	—	c
Bacolod	"	—	—	—	S	—	3	—	c
Iloilo	"	29.86	81	—	—	—	0	—	—
Cebu	"	29.84	83	—	—	—	0	—	c
Cape S. James	7 a.m.	—	—	—	—	—	0	—	—

On the 20th at 12.5 p.m. The barometer has fallen slightly at all stations. The depression still lies in the Pacific to the E. of the Philippines. Pressure is highest over China. Gradients moderate to slight with fresh monsoon on the coast, and in the N. part the China Sea. Forecast—moderate N.E. winds; fine.

On the 21st at 12.5 p.m. The barometer has risen at all stations. Pressure is high between the N.E. coast of China and the Sea of Japan, and still low over the Pacific to the Philippines. Gradients slight to moderate with fresh monsoon on the coast, and in N. part of the China Sea. Forecast—moderate N.E. winds; fine.

HONGKONG OBSERVATORY,
Monday, 12th October, 1901.

PROJECTED SAILINGS.

Destination.	Vessels.	Agents.	Date of Leaving.

Amoy and Manila	Sungkiang	Butterfield & Swire	Oct. 24.
Anping, S'ow & Amoy.	Maidzuru Maru	Mitsui Bussan Kaisha	Oct. 30.
B'bay v. S'pore & C'mbo	Kagoshima Maru	Nippon Yusen Kaisha	Oct. 25, at noon.
Bremen & Ports of Call.	Preussen	Melchers & Co.	Feb. 5, at noon.

39	39	Hamburg	39	Feb. 19, at noon.
39	39	Sachsen	39	Oct. 31, at noon.
39	39	Klauschou	39	Nov. 13, at noon.
39	39	Bayern	39	Nov. 27, at noon.
39	39	Stuttgart	39	Dec. 11, at noon.

"	"	Kong Albert	"	Dec. 25, at noon.
"	"	Princess Irene	"	Jan. 8, 1902, at noon.
"	"	Prins Heinrich	"	Jan. 22, 1902, at noon.
"	"	Amper Maru	"	Nov. 2, at daylight.
F'chow v. S'low & Amoy		Mitsui Bussan Kaisha	"	Nov. 2, at daylight.
"	"	Hamburg-Amerika Linie	"	Nov. 2, at daylight.

Havre and Hamburg	.....	11	Oct. 19
"	.....	11	Nov. 16
"	.....	11	Nov. 30
"	.....	11	Dec. 14
"	.....	11	Dec. 28

	Numborg	Dec. 26.
	Serbia	Jan. 11.
Kobe and Yokohama	Hitachi Maru	Oct. 25, at daylight
Liverpool	Dadanus	Nov. 15.
	Ixion	Dec. 15.
	Nippon Yusen Kaisha	
	Butterfield & Swire	

London	Calchas	.....	31	Oct. 29.
39	Nestor	.....	31	Nov. 12.
39	Machaon	.....	31	Nov. 26.
39	Achilles	.....	31	Dec. 10.
39	Ceylon	.....	31	About Nov. 2.

P. & O. S. N. Co.

London & Ports of Call.	Bengal	P. & O. S. N. Co.	Oct. 26, at noon.
Manila	Changsha	Butterfield & Swire	Nov. 12.
	Perla	Shannon, Tomes & Co.	Oct. 23, at 5 p.m.
Marseilles, London, &c.	Oriental	P. & O. S. N. Co.	Mar. 29, 1902.
	Yokohama		April 12, 1902.

"	"	Awa Maru	Nippon Yusen Kaisha...	Nov. 1, at daylig
New York	"	Manuel Llaguno	Shewan, Tomes & Co.	quick despatch.
New York v. Suez Canal	"	Kurdistan	Dodwell & Co., Ltd.	Nov. 5.
"	"	Lennox	"	Nov. 20.
"	"	Richards, & Coyle	"	Nov. and

Richmond Castle	Oct. 26.
Satsuma	Nov. 5.
Adana	Dec. 15.
Asama	Oct. 24, at noon
Tosa Maru	Oct. 24, at noon
Nagasaki	Oct. 24, at noon

San Diego & San Pco.	Strathgyle	Butterfield & Swire	About Oct. 20.
"	Kvarven	"	About Nov. 20.
"	Thyrä	"	About Dec. 15.
Samarang & Sourabaya.	Devonshire	"	Oct. 22.
S. Francisco v. Japan	Amakusa Maru	Toyo Kisen Kaisha	Nov. 28, at noon.

CTS	"	Hongkong Maru	"	Dec. 21, at noon
	"	Nippon Maru	"	Nov. 5, at noon
	"	City of Peking	Pacific Mail S.S. Co.	Dec. 7, at noon
	"	China	"	Dec. 31, at noon
	"	Perm	"	Nov. 12, at noon

"	Doric	O'dental & O'tal S.S. Co.	Oct. 29, at noon
"	Coptic	"	Nov. 20, at noon
"	Gaelic	"	Dec. 14, at noon
"	Parramatta	P. & O. S. N. Co.	Oct. 26
Shanghai	Mazoon		About Oct. 12

Shanghai and Japan	Annam	Guthrie	G. Livingston & Co.	Oct. 22, at noon
Spore, Penang & Cta	Suisang	Pembrokehire	Shewan, Tomes & Co.	Oct. 24, at 3 p.m.
	Siam		Messageries M ^t mes Co.	Oct. 21, at 6 p.m.
			Jardine, Matheson & Co.	Oct. 25, at noon
			G. Livingston & Co.	Oct. 24, at 4 p.m.

Sydney & Melbourne	Yawata Maru	Nippon Yusen Kaisha.....	Oct. 25 at 4 p.m.
Swatow, Amoy & F'chow	Haiching	Douglas, Lapraik & Co.	Oct. 22 at day
Tamsui v. Amoy & Stow	Daijin Maru	Mitsui Bussan Kaisha.....	Oct. 27
Tientsin	Pakhoi	Butterfield & Swire	Oct. 22

Vancouver, v. Shai, &c.	Kwiyang Empress of Japan	Canadian P'fic R. Co.	Dec. 18, at noon
"	Empress of China	"	Oct. 23, at noon
"	Empress of India	"	Nov. 20, at noon
Victoria, B.C., &c.	Glenogle	Dodwell & Co., Ltd.	Nov. 1.

Nov. 26.	Braemar	Nov. 26.
Nov. 14.	Clavering	Nov. 14.
Dec. 10.	Wye field	Dec. 10.
About Nov. 3.	Borneo.	P. & O. S. N. Co.

[illegible]

Post Office.

A Mail will close:—

For Canton—Per *Hankow*, to-morrow, the 2nd instant, at 7.30 A.M.
 For Haiphong—Per *Trym*, to-morrow, the 2nd instant, at 8 A.M.
 For Swatow, Singapore and Bangkok—Per *Nanjahuri*, to-morrow, the 2nd instant, at 9 A.M.
 For Tientsin—Per *Takhoi*, to-morrow, the 2nd instant, at 11 A.M.
 For Macao—Per *Huanghai*, to-morrow, the 2nd instant, at 1.15 P.M.
 For Singapore, Samang and Sourabaya—Per *Onseng*, to-morrow, the 2nd instant, at 2 P.M.
 For Kunchuck and Samshui—Per *Tung-kong*, to-morrow, the 2nd instant, at 3 P.M.
 For Yokohama and Kobe—Per *Marguts*, to-morrow, the 2nd instant, at 4 P.M.
 For Samang and Sourabaya—Per *Devonshire*, to-morrow, the 2nd instant, at 4 P.M.
 For Canton—Per *Yanow*, to-morrow, the 2nd instant, at 5 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of China*, on Wednesday, the 23rd instant, at 11 A.M.
 For Manila—Per *Perla*, on Wednesday, the 23rd instant, at 4 P.M.
 For Shanghai—Per *Lyceum*, on Wednesday, the 23rd instant, at 4 P.M.
 For Manila—Per *Sungking*, on Thursday, the 24th instant, at 5 P.M.
 For Singapore, Penang and Calcutta—Per *Singang*, on Friday, the 25th instant, at 11 A.M.
 For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Yasaka Maru*, on Friday, the 25th instant, at 3 P.M.
 For Europe, India, India, via, Taitung—Per *Anglo*, on Saturday, the 26th inst., at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric*, on Tuesday, the 29th instant, at 11 A.M.
 For Europe, India, India, via, Taitung—Per *Sachsen*, on Thursday, the 31st inst., at 11 A.M.
 For Singapore—Per *Ceylon*, on Saturday, the 2nd Nov., at 11 A.M.
 For Shanghai, Mei, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Tartar*, on Wednesday, the 6th Nov., at 11 A.M.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Tuesday, the 12th Nov., at 4 P.M.

EXCHANGES
 Hongkong, 21st October.
 ON LONDON, Telegraphic Transfer 1/10 15/16
 Bank Bills, on demand 1/11
 Credits, 4 months' sight 1/12
 Debits, 4 months' sight 1/12
 ON BERLIN, (demand) M. 1/12
 ON PARIS, Bank Bills, on demand 2/4 1/2
 Credits, 4 months' sight 2/4 1/2
 ON NEW YORK, Bank Bills, on demand 46 1/2
 Credits, 30 days' sight 47 1/2
 ON BOMBAY, Telegraphic Transfer 143 1/2
 On demand 143 1/2
 ON SHANGHAI, Telegraphic Transfer 73 1/2
 Private, 30 days' sight nom.
 ON YOKOHAMA, T.T. 6 1/2 p.c.
 Sovereigns, Bank of Japan Rate 56.38
 Gold Leaf 100 touch, per incl 52.65
 Bar Silver 52.65
 Dollars 20 1/2

RIVER STEAMERS, SCHOONERS, AND LOUGHS.
Fatshan, British steamer, 1,235, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Honani, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,254, C. V. Lloyd, Butterfield & Swire.
Hok-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Tatou, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.
Huanghai, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.
 Macao and Canton.
Lungshan, British steamer, 1,11, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Klungtung, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.
Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Sahani, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.
Steamers.
 BAKAN MARU, Japanese steamer, 820, F. Kawamoto, 24th Sept., Japan 17th Sept., Ballast—Japanese.
 BAKU STANDARD, British steamer, 2,375, H. Tucker, 19th Oct., Singapore 10th Oct., Petroleum—Meyer & Co.
 BERNHARD, British steamer, 1,935, A. Wallace, 16th Oct., Moji 11th Oct., Coal—Gibb, Livingston & Co.
 BYDOD, Norwegian steamer, 771, Th. Carlsen, 9th Oct., Hongkong 5th Oct., Coal—Sander, Wieler & Co.
 DEVAWONGSE, German steamer, 1,057, H. Textor, 16th Oct., Bangkok 8th Oct., General—Butterfield & Swire.
 DEVONSHIRE, British steamer, 2,364, A. Conell, 17th Oct., Moji 11th Oct., Coal—Butterfield & Swire.
 DORIC, British steamer, 2,691, Harry Smith, R.N.R., 18th Oct., San Francisco 30th Sept., Honolulu 17th, Yokohama 10th, October 16th, Nagasaki 19th, and Shanghai 16th, Mails and General—O. & O. S. Co.

ELCANO, American steamer, 501, R. de Alhenage, 3rd Sept., Manila 31st August, Ballast—Brandao & Co.
 ELSE, German steamer, 903, Rickers, 19th Oct., Canton 18th Oct., General—C. M. & E. Co.
 EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 1st Oct., Vancouver (B.C.) 9th Sept. and Shanghai 28th, Mails and General—C. P. R. Co.
 ESMERALDA, British steamer, 966, J. McGinty, 19th Oct., Manila 7th Oct., Ballast—Shewan, Tomes & Co.
 GLENFALLOCH, British steamer, 1,134, R. S. Bainbridge, 19th Oct., Penang and Singapore 11th October, General—Joo Teck Seng.
 GLOUCESTER CITY, British steamer, 1,409, J. Nilson, 12th Oct., Saigon 8th Oct., Rice and Rice-Flour—Order.
 HALLOW, British steamer, 1,276, W. Davis, 19th Oct., Fochow 15th Oct., Amoy 17th, and Swatow 18th, General—Douglas, Lapsrak & Co.
 KAGOSHIMA MARU, Japanese steamer, 2,731, K. Kori, 10th Oct., Moji 4th Oct., Coal—Nippon Yusen Kaisha.
 KALGAN, British steamer, 1,558, J. Speed, 18th Oct., Java 9th Oct., Sugar—Butterfield & Swire.
 LOVAL, American steamer, 1,020, J. Weidlich, 15th Oct., Samarang 6th Oct., Sugar—Sander, Wieler & Co.
 MARQUIS BACQUEHEM, Austrian steamer, 2,771, Bilfinger, 19th Oct., Trieste via Bombay and Singapore 12th Oct., General—Sander, Wieler & Co.
 ON SANG, British steamer, 1,350, Davis, 11th Oct., Java and Oct., Sugar—Jardine, Matheson & Co.
 PELAW, British steamer, 1,125, Prynn, 16th Oct., Swatow 15th Oct., Ballast—Mr. Geo. McBain.
 RADNORSURE, British steamer, 1,889, R. C. Bindloss, 18th Oct., Moji 13th Oct., Coal—Shewan, Tomes & Co.
 RAJAURI, German steamer, 1,189, A. Ahlborn, 14th Oct., Bangkok and Koh-si-chang 9th Oct., Rice—Butterfield & Swire.
 RAJAH, British transport, 3,634, J. L. Leftwich, 19th Oct., Calcutta 6th Oct., Ballast—Jardine, Matheson & Co.
 SUISANG, British steamer, 1,776, E. J. Tadd, 18th Oct., Calcutta via Penang and Singapore 11th Oct., General—Jardine, Matheson & Co.
 TSINAN, British steamer, 1,464, O. Anderson, 15th Oct., Shanghai 12th Oct., General—Butterfield & Swire.

Sailing Vessels.
 CELESTE BURLILL, British ship, 1,764, C. A. Trefry, 29th May, Manila 9th May, Ballast—Order.
 HELEN H. WYMAN, American ship, 1,664, D. A. Vanhon, 10th Sept., Cheloo 28th Aug., Ballast—Arnhold, Karberg & Co.
 HERZON JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General—Master.
 KENTMERE, British ship, 2,347, Bursley, 19th Sept., New York 5th May, Oil—Standard Oil Co.
 LUCIA, British ship, 640, Andersen, 2nd Oct., —Rajong 6th Sept., Timber—Master.
 MANUEL LLAGUNA, American ship, 1,650, Nichols, 29th June, New York 3rd May, Kerosine Oil—Standard Oil Co.
 SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.
 STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept., New York 4th May, Kerosine—Standard Oil Co.
 W. H. CONNER, American ship, 1,614, Colcord, 26th Sept., Manila 10th Sept., Ballast—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.
 Hongkong, October 21st, 1901.
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 120 h.p., Comdr. S. E. Easlake, Wei-hai-wei.
Albion, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewitt, Amoy.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starin, Hongkong.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.
Asura, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Sir G. J. S. Warrander, Bart., Nagasaki.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 12,411 h.p., Capt. Henderson, C.M.G., Taku.
Brantley, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Bourchier Wrey, Bart., Singapore.
Britomart, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Tildard, Shanghai.
Edith, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amoy.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.
Eta, coast defence gunboat, 353 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chin-kiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Lt. and Beaty Pownall, Hongkong.
Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Carter, Wei-hai-wei.
Golfair, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.
Harb, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Hardy.
Hummer, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Shanghai.
Iris, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, M.V.O., Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.
Oriskany, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. Arthur J. Rennick, Fugham, Hongkong.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.
Orter, torpedo-boat destroyer, 350 tons, 6 guns, 6,200 h.p., Lieut. and Com. C. F. Manase, Taku.
Phantix, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Canton.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.
The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vserolovsky, at Tientsin.
Albatross, Russian cruiser, 8,800 tons, 8 guns, 1,200 h.p., Captain Elkin, at Nagasaki.
Bobr, Russian gun-vice, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donstoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Taku.
Gremiasichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
Koreyeta, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Mandjory, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayagash, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zanine, at Nagasaki.
Otawara, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Shanghai.
Petropavlovsk, Russian battleship, 12,000 tons, Capt. Greivas, at Nagasaki.
Poltava, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Demojoff, at Nagasaki.
Rovnaginsk, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Meleusky, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.
Stroi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Taku.
Stonich, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Sueaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Volock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vladimir, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulja, at Taku.
Zabata, Russian cruiser, 1,220 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)
Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Fori, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantichitch, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasatch, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kil, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,500 h.p., 22 knots.
Podgorod, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Stik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

THE RUSSIAN SQUADRON.
Albatross, Russian cruiser, 8,800 tons, 8 guns, 1,200 h.p., Captain Elkin, at Nagasaki.
Bobr, Russian gun-vice, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donstoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Taku.
Gremiasichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
Koreyeta, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Mandjory, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayagash, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zanine, at Nagasaki.
Otawara, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Shanghai.
Petropavlovsk, Russian battleship, 12,000 tons, Capt. Greivas, at Nagasaki.
Poltava, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Demojoff, at Nagasaki.
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